



National Transportation Safety Board Aviation Accident Final Report

Location:	Murfreesboro, TN	Accident Number:	ATL03CA135
Date & Time:	08/31/2003, 1944 CDT	Registration:	N3542K
Aircraft:	Piper PA-28-140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

During take off at approximately 70 knots a deer charged the airplane. The power was reduced to idle and the deer struck the airplane. The airplane veered off the runway into the grass. Examination of the airplane revealed damage to the right front engine cowling, and bending of the propeller. The right side of the firewall was buckled.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An on-ground collision with an animal (deer) during an attempted takeoff. .

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) OBJECT - ANIMAL(S)

Factual Information

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	19, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/14/2002
Occupational Pilot:		Last Flight Review or Equivalent:	07/01/2003
Flight Time:	697 hours (Total, all aircraft), 260 hours (Total, this make and model), 300 hours (Last 90 days, all aircraft), 106 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3542K
Model/Series:	PA-28-140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-23617
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/20/2003, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5610 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2A
Registered Owner:	Maxair, Inc.	Rated Power:	150 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	KBNA	Distance from Accident Site:	
Observation Time:	1953	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 5000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	27° C / 24° C
Precipitation and Obscuration:			
Departure Point:	Murfreesboro, TN (KMBT)	Type of Flight Plan Filed:	None
Destination:	Murfreesboro, TN (KMBT)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Murfreesboro Airport (KMBT)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3898 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	35.877222, -86.377500

Administrative Information

Investigator In Charge (IIC):	Catherine E Gagne	Report Date:	12/30/2003
Additional Participating Persons:	Larry Payne; Nashville FSDO-03		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).